

**Table 2-H-6**  
**Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix**  
**Sacramento Stations**

**Station Name** = Station Carried Forward

**Station Name** = Station Eliminated

**Station Name** = Primary or Secondary Reason for Elimination

Evaluation Criteria	Sacramento Downtown	Curtis Park	Executive Airport	Power Inn Road
<i>Maximize Ridership/Revenue Potential.</i>				
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment				
	5	3	3	3
<i>Maximize Connectivity and Accessibility.</i>				
Intermodal Connections	<ul style="list-style-type: none"> <li>Downtown station.</li> <li>Freeway access: ¼ mile from I-5</li> <li>Street access: On street grid as planned by city</li> <li>Parking: Parking area adequate, but not adjacent to station.</li> <li>Transit: RT LRT and bus to be at site.</li> <li>Other rail: Amtrak Capital service to Bay Area and Sierra foothills</li> </ul>	<ul style="list-style-type: none"> <li>Near downtown station site.</li> <li>Freeway access: to east from SR99</li> <li>Street access: Arterial access from Sutterville Rd/12th St. Limited street grid.</li> <li>Parking: Parking adequate at site.</li> <li>Transit: RT LRT line and Sacramento City College station under construction in same r-o-w.</li> <li>Other rail:</li> </ul>	<ul style="list-style-type: none"> <li>Suburban location</li> <li>Freeway access: I-5 Florin and Fruitridge ramps ca. 2 miles</li> <li>Street access: Arterial access from Freeport Bl</li> <li>Parking on airport site.</li> <li>Transit: Bus access only.</li> </ul>	<ul style="list-style-type: none"> <li>Suburban industrial site.</li> <li>Freeway access: US 50, 1 ½ mi</li> <li>Arterial access: Power Inn Road, Folsom Road (1 mi)</li> <li>Parking adequate at site.</li> <li>Transit: RT Folsom line 1 mi.</li> </ul>
	5	3	2	2
<i>Minimize Operating and Capital Costs.</i>				
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Evaluation Criteria	Sacramento Downtown	Curtis Park	Executive Airport	Power Inn Road
Operational Issues	<ul style="list-style-type: none"> <li>Terminal station: maintenance yard can be east of station on through track ladder.</li> <li>HSR on lower level; Amtrak and RT on street level; needs design coordination.</li> </ul>	<ul style="list-style-type: none"> <li>Terminal station must be stub ended at the site; maintenance facilities must be accessed through station track throat.</li> <li>Must accommodate RT LRT and through freight traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Terminal station must be stub ended at the site; maintenance facilities must be accessed through station track throat.</li> </ul>	<ul style="list-style-type: none"> <li>Existing freight on both SP and CCT lines.</li> </ul>
	5	4	4	3
Construction Issues	<ul style="list-style-type: none"> <li>Lower level station on high watertable site requires retaining walls/levees and pumping equip.</li> <li>Cut and cover tunnels on 3<sup>rd</sup> St.</li> <li>Phasing with Amtrak and RT makes design coordination essential.</li> </ul>	<ul style="list-style-type: none"> <li>Area is flat land in a former rail yard of the Western Pacific (UP).</li> <li>Surrounding uses, including LRT and though freight, trains must be accommodated.</li> </ul>	<ul style="list-style-type: none"> <li>No exceptional problems on the ground. Some relocation of aviation outbuildings and airport parking.</li> </ul>	<ul style="list-style-type: none"> <li>Reconfiguration of freight routes and siding access.</li> </ul>
	1	3	4	3
Capital Cost	\$220 million Very high costs, due to underground location, tunneling and design coordination	\$110 million Moderate costs	\$110 million Moderate costs	\$110 million Moderate costs
	1	3	3	3
Right-of-Way Issues/Cost	Historical site with railroad uses. Cut and cover under city streets.	No right-of-way problems. UP and RT ownership.	No right-of-way problems. City-owned land.	Existing railroad land.
	2	4	4	2

Evaluation Criteria	Sacramento Downtown	Curtis Park	Executive Airport	Power Inn Road
<i>Maximize Compatibility with Existing and Planned Development.</i>				
<b>Land Use Compatibility and Conflicts</b>				
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	30.68	97.46	14.63	42.17
Primary Land Uses (acreage) within station area	Industrial (51); Institutional (101); Transportation (220)	Institutional (85); Open Space (97); Residential (202)	Residential (65); Transportation (388)	Industrial (221); Open Space (48); Residential (106)
	4	1	5	3
<b>Visual Quality Impacts</b>				
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	30.68	97.46	14.63	42.17
Number of scenic corridor and scenic river crossings	0	0	0	0
	4	1	5	3
<i>Minimize Impacts on Natural Resources.</i>				
<b>Water Resources Impacts</b>				
Number of Natural Stream	0	0	0	0
Number of Wetland Crossings	0	0	0	0
Total Acreage of Wetlands within Station Area	0	0	0	0
	5	5	5	5
<b>Floodplain Impacts</b>				
Number of FEMA Floodplain Crossings	3	1	1	1
Total Acreage of FEMA Floodplain Crossings within Station Area	241.11	443.87	503.02	497.26
	5	3	1	2

Evaluation Criteria	Sacramento Downtown	Curtis Park	Executive Airport	Power Inn Road
<b>Threatened &amp; Endangered Species Impacts</b>				
Count of Species	0	0	0	2
Acreage of Sensitive Habitat within Station Area	0	0	0	0
	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>
<i>Minimize Impacts on Social and Economic Resources.</i>				
<b>Environmental Justice Impacts (Demographics)</b>				
Minority Within 1,400' Buffer – 1990 Population	4100	1734	2227	40
Low Income Within 1,400' Buffer – 1990 Households	0	0	0	0
	<b>1</b>	<b>4</b>	<b>3</b>	<b>5</b>
<b>Farmland Impacts</b>				
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	0	0	0	0
	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<i>Minimize Impacts on Cultural Resources.</i>				
<b>Cultural Resources Impacts</b>				
Number of National Register Resources Within Station Area	7	2	0	0
	<b>1</b>	<b>2</b>	<b>5</b>	<b>5</b>

Evaluation Criteria	Sacramento Downtown	Curtis Park	Executive Airport	Power Inn Road
<b>Parks &amp; Recreation/Wildlife Refuge Impacts</b>				
Count of Parks/Recreation Areas	1	8	0	10
Total Acreage Parks/Recreation Areas in Station Area	0.01	20.67	0	0.05
	4	1	5	2
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>				
<b>Soils/Slope Constraints</b>				
Not a Distinguishing Factor				
<b>Seismic Constraints</b>				
Not a Distinguishing Factor				
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>				
<b>Hazardous Materials/Waste Constraints</b>				
Not a Distinguishing Factor				

1 2 3 4 5

Least Favorable

Most Favorable

**Table 2-H-6 continued**  
**Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix**  
**Sacramento Stations**

**Station Name** = Station Carried Forward

**Station Name** = Station Eliminated

**Station Name** = Primary or Secondary Reason for Elimination

Evaluation Criteria	Freeport West	Cal Expo Fairgrounds
<i>Maximize Ridership/Revenue Potential.</i>		
Travel Time	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable
Population/Employment Catchment		
	2	2
<i>Maximize Connectivity and Accessibility.</i>		
Intermodal Connections	<ul style="list-style-type: none"> <li>• Suburban location</li> <li>• Freeway access: I-5 Florin and Fruitridge ramps ca. 2 miles</li> <li>• Street access: Arterial access from Freeport Bl and Blair Av.</li> <li>• Parking adequate at site.</li> <li>• Transit: Bus access only.</li> </ul>	<ul style="list-style-type: none"> <li>• Suburban location</li> <li>• Freeway access: I-80 Business ½ mi</li> <li>• Transit: Bus ca ½ mi</li> <li>• No rail access.</li> </ul>
	2	1
<i>Minimize Operating and Capital Costs.</i>		
Length	Not Applicable	Not Applicable
Operational Issues	Unused right-of-way at present.	Not on any existing rail route.
	5	1

Evaluation Criteria	Freeport West	Cal Expo Fairgrounds
<b>Construction Issues</b>	Possible flooding issues.	Flood danger high. New bridge needed over American River
	3	1
<b>Capital Cost</b>	\$110 million Moderate costs	\$110 million plus. Unassessed, but floodplain mitigation relatively high cost item.
	4	2
<b>Right-of-Way Issues/Cost</b>	Existing city-owned land and railroad right-of-way	Need for new alignment. Shared use with Cal Expo.
	4	1
<i>Maximize Compatibility with Existing and Planned Development.</i>		
<b>Land Use Compatibility and Conflicts</b>		
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	78.45	
Primary Land Uses (acreage) within station area	Institutional (40); Residential (254); Transportation (49)	
	2	
<b>Visual Quality Impacts</b>		
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	78.45	
Number of scenic corridor and scenic river crossings	0	
	2	
<b>Water Resources Impacts</b>		
Number of Natural Stream	0	
Number of Wetland Crossings	0	
Total Acreage of Wetlands within Station Area	0	
	5	

Evaluation Criteria	Freeport West	Cal Expo Fairgrounds
<b>Floodplain Impacts</b>		
Number of FEMA Floodplain Crossings	1	
Total Acreage of FEMA Floodplain Crossings within Station Area	404.70	
	4	
<b>Threatened &amp; Endangered Species Impacts</b>		
Count of Species	0	
Acreage of Sensitive Habitat within Station Area	0	
	5	
<i>Minimize Impacts on Social and Economic Resources.</i>		
<b>Environmental Justice Impacts (Demographics)</b>		
Minority Within 1,400' Buffer – 1990 Population	2696	
Low Income Within 1,400' Buffer – 1990 Households	0	
	2	
<b>Farmland Impacts</b>		
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	0	
	5	
<i>Minimize Impacts on Cultural Resources.</i>		
<b>Cultural Resources Impacts</b>		
Number of National Register Resources Within Station Area	0	
	5	



Evaluation Criteria	Freeport West	Cal Expo Fairgrounds
<b>Parks &amp; Recreation/Wildlife Refuge Impacts</b>		
Count of Parks/Recreation Areas	1	
Total Acreage Parks/Recreation Areas in Station Area	9.91	
	2	
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>		
<b>Soils/Slope Constraints</b>		
Not a Distinguishing Factor		
<b>Seismic Constraints</b>		
Not a Distinguishing Factor		
<b>Hazardous Materials/Waste Constraints</b>		
Not a Distinguishing Factor		

1 2 3 4 5  
Least Favorable      Most Favorable